FORM 132
USE PREVIOUS

REG. 7-64

DATE   0016Z 10 DEC 64

SECRET

ROUTING

1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	

TO : DIRECTOR

25X1A

FROM :

ACTION:

INFO :

ROUTING INT

1
2
3
4
5
6
7
8
9
10

TOR: 0041Z 10 DEC 64

GSA 1-20

PRIORITY

IN 61843
25X1A

25X1A
25X1A

TO   PRIORITY   INFO   25X1A   CITE

OXCART   FLTEST OPS

POSTED
M. P.

NO NITE ACTION

25X1A

1. ARTICLE 131 MADE FLIGHT 27 ON 9 DECEMBER 1964, PILOT

TAKE OFF AT 1236 HOURS FROM 1 HOUR AND 14 MINUTES.

MISSION: TEST OF SYSTEMS "A" AND "D". GROSS WEIGHT 111,300 LBS.

C.G. 20.8 PERCENT. TAKE OFF DISTANCE 5800 FEET TAKE OFF SPEED 220

KNOTS. PRESSURE ALTITUDE 4411, TEMPERATURE 52 DEGREES, WIND

330 DEGREES AND 12 KNOTS. MAXIMUM SPEED 1.38 MACH, MAX ALT 47,000.

2. PILOT TRIMMED UP THE LEFT ENGINE 100 DEGREES PRIOR TO TAKE

OFF AND TRIMMED THE RIGHT ENGINE DOWN SLIGHTLY. THE RIGHT AB LIT

SLOW (2 SECONDS) ON THE GROUND AND IN THE AIR. CLIMBED TO 45,000

FEET FLEW PATTERN TO OPERATE SYSTEMS "A" AND "D". AB REQUIRED

25X1A

FOR FLIGHT AT 45,000 FEET. EXERCISED BOTH

PILOT. WHEN HEADING HOLD FEATURE OF AUTOPILOT WAS ENGAGED DURING

23 DEGREE BANKED TURN, RECOVERY ROLL RATE WAS EXCESSIVE (1 SECOND)

AND A 12 DEGREE OVERSHOOT ON HEADING OCCURRED FOLLOWED BY ANOTHER

CORRECTION TO SELECTED HEADING. AFTER REACHING 8000 LBS FUEL

REMAINING, DESCENT AND LANDING MADE. CHUTE OPERATION NORMAL.

END OF MESSAGE

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

2